

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT CABINET COMMITTEE 9 February 2011
AGENDA ITEM:	12
SUBJECT:	FOOTWAY PARKING, VARIOUS LOCATIONS – RESULTS OF CONSULTATION
LEAD OFFICER:	Executive Director of Community Services
CABINET MEMBER:	Councillor Phil Thomas, Cabinet Member for Environment and Highways
WARDS:	Shirley, Addiscombe, Woodside
<p>1. RECOMMENDATIONS</p> <p>It is recommended that the Committee:</p> <p>1.1 Consider the results of the informal consultation on the proposal to introduce footway parking in Colin Close, Shirley and Davidson Road, Croydon.</p> <p>1.2 Authorise the Executive Director of Community Services to introduce an exemption to the ban on Footway Parking in Davidson Road by way of a Public Notice under section 15 of the Greater London Council (General Powers) Act 1974 as amended by section 15 of the London Local Authorities Act 2000 and by installing a permanent formal footway parking scheme featuring signed bays marked partially on the footway and carriageway.</p> <p>1.3 Abandon the proposal to introduce a formal footway parking scheme in Colin Close and re-commence enforcement against footway parking.</p> <p>1.4 Notify consultees of the consultation results and the Committee's decision.</p>	
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</p> <ul style="list-style-type: none"> • The Draft Parking Plan, Part III – Local Strategy and Parking Controls. • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. 	
<p>LOCAL AREA AGREEMENT (LAA) TARGETS:</p> <p>This report is in line with objectives to promote public transport and reduce congestion on the Borough's roads as detailed in:</p> <p>Croydon's New Local Area Agreement GOL Ref 34</p>	

FINANCIAL SUMMARY:

These proposals can be contained within available budget.

FORWARD PLAN KEY DECISION REFERENCE NO.:

For general release

2. EXECUTIVE SUMMARY

- 2.1 This report considers the results of the consultation on a proposal to formalise the current footway parking arrangement in Colin Close, Shirley and Davidson Road, Croydon by introducing an exemption to the ban on parking on footways and verges as provided under section 15 of the Greater London Council (General Powers) Act 1974 as amended by section 15 of the London Local Authorities Act 2000.
- 2.2 Enforcement of footway parking ban in Colin Close and Davidson Road is currently suspended by the Council to allow parking partially on the footway in order to maintain unrestricted traffic flow, access for public and emergency services' vehicles and generally improve road safety. However, the informal nature of this arrangement results in frequent indiscriminate and obstructive parking on the footway, to the detriment of pedestrians.
- 2.3 A formal scheme would facilitate efficient allocation of road space between moving traffic, parking and pedestrians, compelling people to park within marked bays and helping to reduce incidences of dangerous and obstructive parking.
- 2.4 Colin Close and Davidson Road are on the priority list of roads where enforcement of footway parking ban is currently suspended on a temporary basis. However, following a recent resource review, the Council is now in a position to introduce a permanent formal footway parking scheme in all roads where enforcement of footway parking ban is temporarily suspended at present. The main feature of the proposed scheme will be signed bays marked partially on the footway and carriageway to indicate where people may park. Parking will remain free of charge.
- 2.5 This consultation has provided occupiers of Colin Close and Davidson Road information about the Council's intention to terminate the temporary suspension of enforcement against footway parking in the road and the opportunity to accept or reject a permanent formal footway parking scheme with marked bays, given that enforcement against footway parking will re-commence after the consultation. A formal footway parking scheme would ensure efficient allocation of road space to meet the needs of all road user groups.

3 DETAIL

- 3.1 In July 2010, the Council commenced work on a programme to cut the number of roads where enforcement of footway parking ban is currently suspended. The first stage of this process is to informally consult occupiers of premises in individual roads with a proposal to introduce a formal scheme in the road. The consultation provides the opportunity for occupiers to provide input to the design of a formal footway parking arrangement involving signed bays marked partially on the footway and carriageway.
- 3.2 If the majority of residents in a road vote in favour of a footway parking scheme (footway exemption), parking bays are marked showing where footway parking is allowed and vehicles parked outside the bays on the footway are at risk of enforcement. If the majority of residents are not in favour of footway parking, enforcement of the ban recommences.
- 3.3 **Colin Close** - Colin Close has been on the list of roads where enforcement of footway parking ban is currently suspended temporarily until the feasibility of introducing a footway scheme can be assessed. On Friday 9 July, 2010, consultation documents including a questionnaire were delivered to every address in the road. The closing date for the return of questionnaire responses was Friday, 30 July 2010. However, following feedback that suggested that there was confusion about alternative options to termination of the ban on enforcement, another consultation exercise with further clarification was conducted from Friday, 13 August 2010 to Friday, 10 September 2010. The proposal is outlined on Plan PD 087
- 3.4 **Davidson Road** - Davidson Road has been on the list of roads where enforcement of footway parking ban is currently suspended, pending resource availability to introduce a formal scheme. On Wednesday, 17 November 2010, consultation documents including a questionnaire were delivered to every address in the road. The closing date for the return of questionnaire responses was Friday, 7 January 2011. The proposal is outlined on Plans PD 088a and PD 088b

4. CONSULTATION

Colin Close

- 4.1 Twenty information leaflets and questionnaires on the proposal were delivered in the first consultation exercise to all premises in Colin Close on Friday 09/07/10. On Friday, 13/08/10 the second round of consultation commenced and ended on Friday, 10/09/10.
- 4.2 In the first consultation, eleven questionnaires were returned and of these, 4 respondents indicated that they were in favour of the proposal whilst 7 were against it. In the second consultation, only ten questionnaires were returned, of which 3 respondents were in favour of the proposal whilst 7 were against. Results of the consultation are summarised in Tables 1 and 2 below.

Table 1 - Analysis of Returned Questionnaires – 30 July 2010

Number delivered	Number returned	Number in favour	Number against
20	11	4	7
100%	55% (of total delivered)	36% (of total returned)	64% (of total returned)

Table 1 - Analysis of Returned Questionnaires – 10 September 2010

Number delivered	Number returned	Number in favour	Number against
20	10	3	7
100%	50% (of total delivered)	30% (of total returned)	70% (of total returned)

- 4.3 The tables show that out of the 20 questionnaires delivered in each of the two consultation exercises, the response rates of 55% and 50% respectively are above average for a proposal of this nature. In both consultation rounds, the majority of respondents 64% and 70% respectively are against the proposal.
- 4.4 Based on the opposition expressed by the majority of respondents to the two consultations, it is recommended that the Council abandon the proposal to introduce a formal footway parking scheme and re-commence enforcement against footway parking in the road.

Davidson Road

- 4.1 Approximately 670 information leaflets and questionnaires on the proposal were delivered to all premises in Davidson Road on Wednesday, 17/11/10 and recipients were given over 7 weeks to return the questionnaires. One hundred and thirty five questionnaires were returned and of these, 113 respondents indicated that they were in favour of the proposal whilst 23 indicated that they were not. These results are set out in Table 1 below.
- 4.2 Results of the consultation are summarised in Table 1 below.

Table 1 - Analysis of Returned Questionnaires

Number delivered	Number returned	Number in favour	Number not in favour
670	135	113	23
100%	20% (of total delivered)	83% (of total returned)	17% (of total returned)

- 4.3 Table 1 shows that out of the 670 questionnaires delivered, 135 were returned. This represents a 20% response rate, which is about the average rate expected from a proposal of this nature. The 113 respondents in favour of the proposal represent an 83% majority, with respondents not in favour representing 17%.
- 4.11 Based on the support expressed by the majority of respondents to the consultation, it is recommended that the Council authorise the introduction of formal footway parking scheme as proposed.

5. FINANCIAL CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2010/11	2011/12	2012/13	2013/14
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	17	17	17	17
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>17</u>	<u>17</u>	<u>17</u>	<u>17</u>
<u>Capital Budget available</u>	0	0	0	0
Expenditure	18	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	18	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

- 5.2.1 The cost of introducing the proposed footway parking scheme in Davidson Road, i.e. for lines, signs, and public notice will be approximately £18,000. This is to be funded from the Transport for London Local Implementation Plan Annual funding submission for 2010/11.

5.3 Risks

- 5.3.1 As footways are not designed to carry the weight of vehicles, prolonged parking on them could result in structural damage to the footway itself and/or surface mounted or underground equipment such as inspection chambers, posts, pillars, pipes, etc. There could be maintenance cost implications for the Council should such issues arise. However, it should be pointed out that the proposed areas for footway parking are where vehicles have been parking on the footway for a number of years.
- 5.3.2 Any financial risks associated with the recommendations in this report are minimal.

5.4 Options

- 5.4.1 The alternative option to introducing an exemption to the ban on footway parking in Davidson Road is to do nothing. However, this would result in parking obstruction continuing to inconvenience pedestrians and restrict traffic flow and access for emergency and refuse collection vehicles as well as compromise road safety.

5.5 Savings / future efficiencies

- 5.5.1 The current method of introducing footway parking schemes is very efficient as the design and legal work is carried out within the department.
- 5.5.2 The signs/posts and markings are carried out using maintenance rates of the Highway Division's annual contractor which makes the cost lower than it would be if the schemes were introduced under separate contractual arrangements.
- 5.5.3 There is potential for additional income through the enforcement of footway parking schemes. However, it is expected that the additional PCNs issued will be offset by those lost to increasing compliance in other areas of the Borough, so there will be no net increase in income to the Department.
- 5.5.4 Approved by: Tim Flood on behalf of Department Head of Finance.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that in order to introduce these measures the Committee must pass a resolution that the parking of vehicles on, or on part of the footway, grass verge, garden, space or land and as referred to in section 15(1) of the Greater London Council (General Powers) Act 1974 ('the 1974 Act') be authorised in the areas shown on the attached plans pursuant to Section 15(4) of the 1974 Act.
- 6.2 Pursuant to the 1974 Act, one month before the aforementioned measures take effect, the Council is required to publish:
 - (a) a notice of the passing of the above resolution; and
 - (b) an explanation of the general effect of the provisions of section 15 of the 1974 Act that will be coming into effect by the introduction of the footway parking scheme;
 - (c) in a newspaper circulating throughout the whole of Greater London (The London Gazette) one month prior to the resolution coming into effect.

- 6.3 The legislation makes no statutory provision for the making of objections
- 6.4 Approved by: Melissa Clarke, Corporate Solicitor on behalf of the Council Solicitor and Monitoring Officer

7. HUMAN RESOURCES IMPACT

- 7.1 Enforcement of a footway parking scheme will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.
- 7.2 Approved by: Chris Baldwin, HR business partner, on behalf of the director, Human Resources & Organisational Effectiveness.

8. CUSTOMER IMPACT

- 8.1 The proposed exemption to the ban on footway parking in Davidson Road has been in response to requests by residents to improve access in the road by addressing frequent parking obstruction which inconveniences pedestrians and has access, traffic flow and health and safety implications for residents and the general public.
- 8.2 All premises in the road were informally consulted on this proposal to ensure that every occupier had the opportunity to give his/her views on it. The scheme is, therefore, likely to be seen as a positive step by the Council and should improve the local community's views of the work carried out by the Council.

9 EQUALITIES IMPACT

- 9.1 If an exemption to the ban on footway parking is introduced in Davidson Road, it should help improve road safety and access for residents and all road users regardless of background.
- 9.2 Obstructive parking of vehicles on the footway can restrict the movement of pedestrians, especially those with a push chair. It can also be hazardous for people with restricted mobility and sight impairment. In consideration of this, the proposed scheme provides for parking with only two wheels on the footway. This would ensure that there is sufficient width for unrestricted pedestrian/wheel chair/pushchair access.

10. CYCLING CONSIDERATIONS

- 10.1 There are no cycling considerations arising from this report.

11. ENVIRONMENTAL AND DESIGN IMPACT

11.1 Footway parking schemes require minimum signage, which will make the proposal for Davidson Road environmentally friendly.

12. CRIME AND DISORDER REDUCTION IMPACT

12.1 There are no such considerations arising from this report.

13. RISK ASSESSMENT

13.1 The footway parking signs and road markings will be installed by the Council's annual contractors who have full safety training. They are required to wear florescent and reflective jackets and partly close busy roads whilst working. The Council's Engineers mark the kerbs to inform the contractor of the extent of the parking controls. Engineers wear florescent and reflective jackets when marking the kerb and are trained to ensure that safety is taken into consideration.

14. HUMAN RIGHTS IMPACT

14.1 There are no human rights issues contained within this report.

15. FREEDOM OF INFORMATION/DATA PROTECTION CONSIDERATIONS

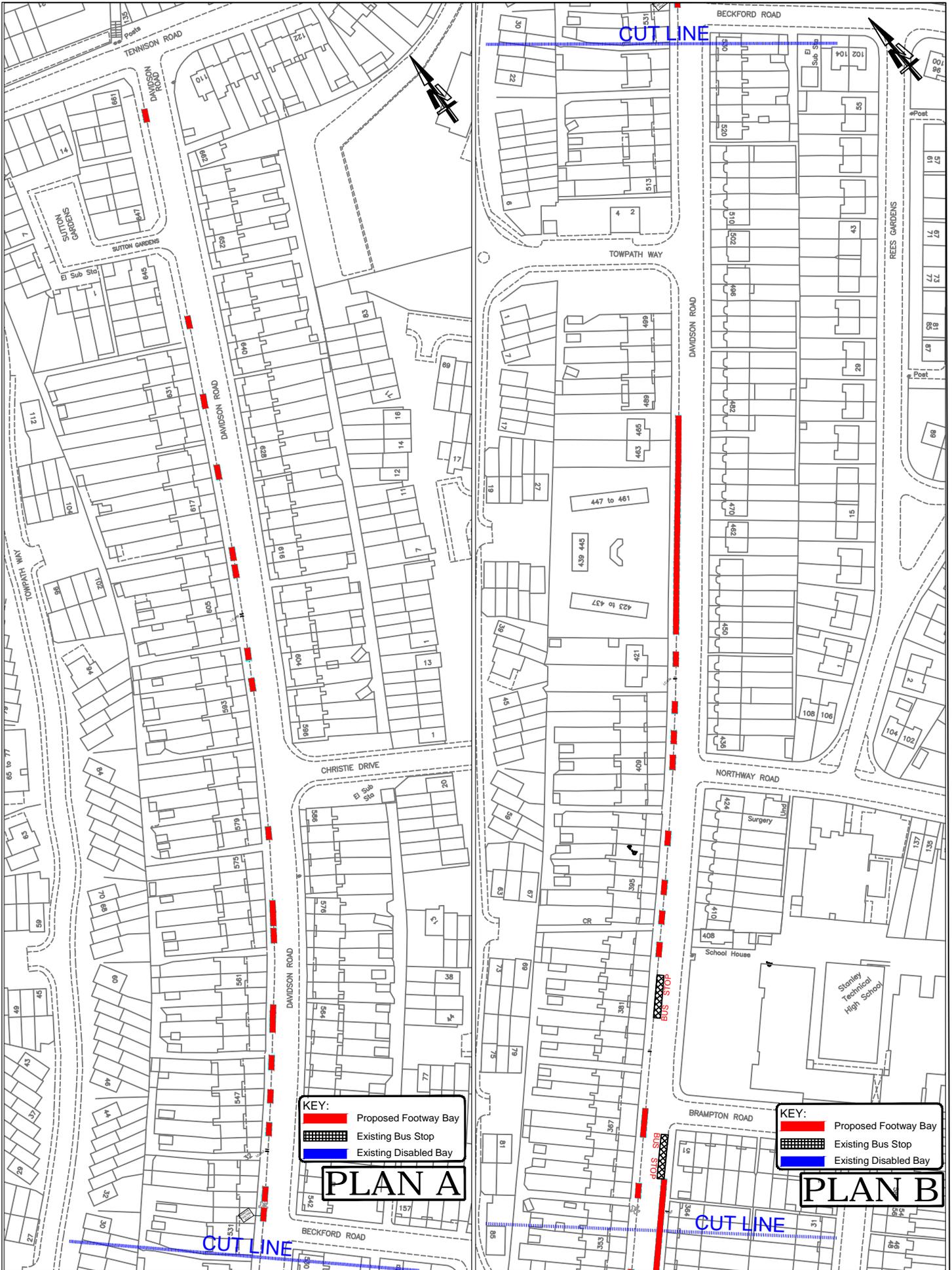
15.1 This report is readily available on the Council's website and copies are available at the Central Library. Where consultation documents or letters from the public requesting parking controls and objecting to them are received in confidence, the Council will not disclose the letters and emails under its duty of confidentiality. However, where the letters are not received in confidence, the Council will disclose the letters subject to the provisions of the Data Protection Act 1998.

REPORT AUTHOR:	Chuks Nwaodume, Senior Traffic Engineer
CONTACT OFFICER:	David Wakeling, Traffic Design Manager Infrastructure, Traffic Design
BACKGROUND DOCUMENTS:	None



PROPOSED FOOTWAY PARKING

CROYDON COUNCIL			
Colin Close, Shirley			
COMMUNITY SERVICES DEPARTMENT TOM JEFFREY - EXECUTIVE DIRECTOR 9th FLOOR - SW CORNER TABERNER HOUSE CROYDON CR9 1EN		INFRASTRUCTURE - TRAFFIC DESIGN	
Scale: NTS	Drawn: CN	Checked: DJW	Rev: 00
Date: FEBRUARY 2011	Drawing Ref: PD-080/c		



- KEY:**
- Proposed Footway Bay
 - Existing Bus Stop
 - Existing Disabled Bay

PLAN A

- KEY:**
- Proposed Footway Bay
 - Existing Bus Stop
 - Existing Disabled Bay

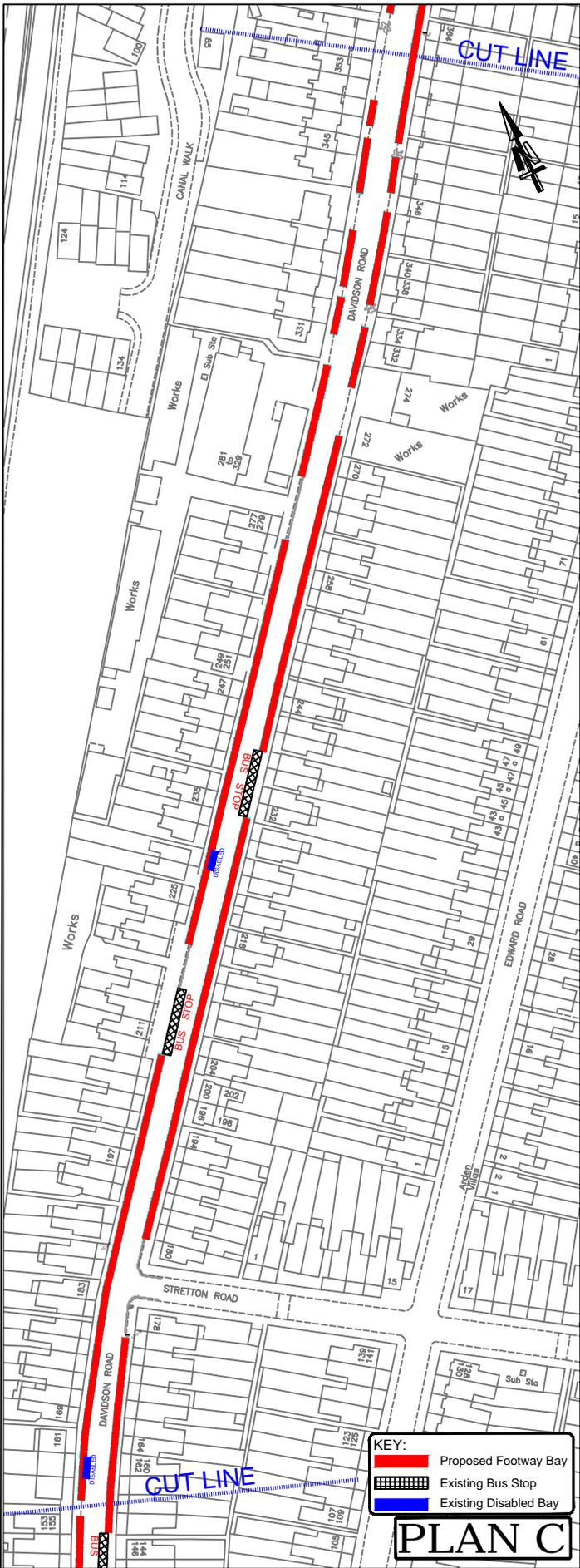
PLAN B

Proposed Footway Parking Scheme
DAVIDSON ROAD - CROYDON

CROYDON COUNCIL

COMMUNITY SERVICES DEPARTMENT
 TOM JEFFREY - EXECUTIVE DIRECTOR
 P O Box 1462
 CROYDON CR9 1WX

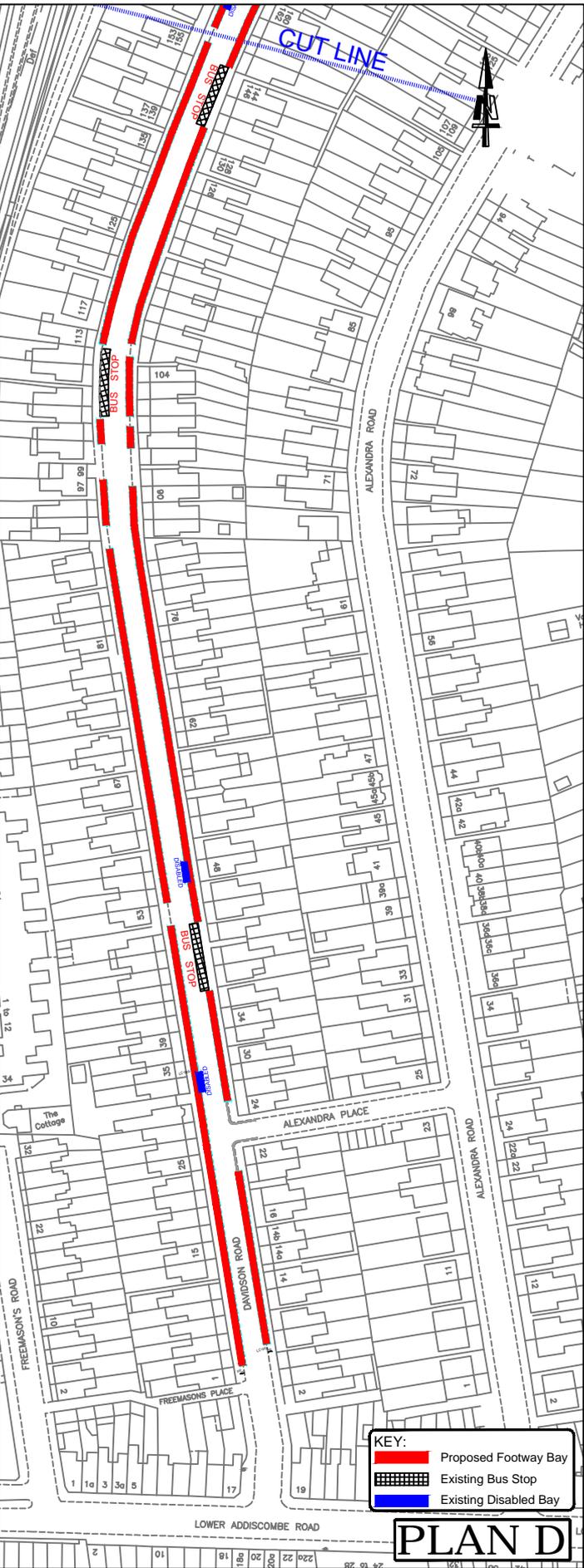
INFRASTRUCTURE - TRAFFIC DESIGN			
Scale. NTS	Drawn CAN	Checked DJW	Rev. 00
Date.	Drawing Ref.		
FEBRUARY 2011	PD 080a		



KEY:

- Proposed Footway Bay
- Existing Bus Stop
- Existing Disabled Bay

PLAN C



KEY:

- Proposed Footway Bay
- Existing Bus Stop
- Existing Disabled Bay

PLAN D

Proposed Footway Parking Scheme
DAVIDSON ROAD - CROYDON

CROYDON COUNCIL

COMMUNITY SERVICES DEPARTMENT		INFRASTRUCTURE - TRAFFIC DESIGN	
TOM JEFFREY - EXECUTIVE DIRECTOR		Scale: NTS	Drawn: CAN
P O Box 1462		Checked: DJW	Rev. 00
CROYDON CR9 1WX		Date: 11 FEBRUARY 2011	Drawing Ref. PD 080b